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71055

## Parking Study

### L Downtown On-Street Parking

City of Hamilton

Winter 1971

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Traffic Department



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## INTRODUCTION

In 1967, the first of a series of reports regarding parking was prepared by the Commissioner of Traffic. The report dealt largely with the central business district with certain general statements of policy concerning the parking system. It is an obvious fact that curb parking significantly reduces the capacity of a street. Not only is the curb lane not available, but the capacity of the second lane can be severely restricted as a result of vehicles moving into or out of curb spaces. In addition, the transit system uses the curb lanes intensely in the downtown core. Traffic safety was also given a high priority, with on-street parking a major contributor to vehicle and pedestrian accidents. To regain full utilization of the street system for the efficient and safe movement of people and goods, a policy of gradually removing on-street parking from arterial streets was established.

In order to maintain a healthy economy within the central business district and in the outlying commercial districts, an off-street parking system related to land use must be established on a continuing basis.

Too often in the past, off-street parking lots have been constructed on the basis of the chance availability of sites rather than on an accurate analysis of the parking requirement based on an evaluation of all of the elements involved.

Individual action is taken from time to time on particular problems, but because of limitations of personnel and lack of funds, no comprehensive study has been carried out since 1967.





In 1971, the Traffic Department was able to obtain financial assistance through the Winter Works Local Initiative Program and is currently conducting a variety of parking studies. This report covers on-street parking in the central business district and is the first of a series of reports that will emanate from the studies being done under the Local Initiative Program.

### DOWNTOWN ON-STREET PARKING SURVEY

#### (1) Study Area

The area bounded by Cannon Street, Wellington Street, Hunter Street and Bay Street was defined as the study area for this report. For analysis purposes, it was divided into six zones. These are illustrated in Figure 1.

#### (2) Curb-Side Parking Inventory

In mid September, an inventory of the on-street parking spaces was made. The results of this inventory are illustrated in Figure 2 and summarized in Table 1. There were 357 metered and 224 non-metered on-street legal parking spaces in the defined area. Approximately 10% of all on-street spaces were 15 minute meters and 17% were 30 minute meters. The largest proportion, 30%, falls into the one-hour parking meter category.

In 1967, there were 551 metered spaces. The 194 fewer metered spaces result from the removal of curb-side parking on arterial streets such as King Street, James Street and





Main Street. However, off-street spaces increased by 440 to replace the on-street spaces.

### (3) Parking Activity Survey

In late September, all of the above metered spaces were surveyed to determine a variety of parking characteristics. In order to reflect average and peak characteristics, the survey was done from 9:00 AM to 6:00 PM on a Thursday and 9:00 AM to 9:00 PM on a Friday. In addition to the metered spaces, the entire block faces where metered spaces were located were also surveyed.

## ANALYSIS AND COMMENTS

### (1) Vehicle Accumulation

By counting all of the vehicles entering the central business district each hour and determining the proportion of traffic which passes through without stopping, it is possible to determine the accumulation of vehicles within the area at any given time. This accumulation is a measure of the demand for parking space. The peak accumulation is always less than the total supply of parking spaces. This characteristic occurs because a number of the available spaces that are included in the total supply are on the fringe of the central business district and are beyond acceptable walking distance.

The accumulation of parked vehicles is illustrated in





Figure 3. The data indicates three peak periods, morning, noon and mid-afternoon with that of mid-afternoon being the highest. At maximum, 238 (66%) of the 347 metered spaces were utilized leaving a spare capacity of 34%. By adding the vehicles parked illegally on the same block face as the meters, there would still be 23% spare capacity. An overall average spare capacity of 20% is usually considered adequate. However, it must be pointed out that localized problems may exist within the total area despite the suitable overall average.

## (2) Peak Parking Demand

The location of legally parked vehicles at the time of peak accumulation (2:20 PM) is detailed in Table 2. In Zones 1, 2, and 4 the spaces were not well utilized. This condition is due in part to the fact that the parking spaces are located too far from the core area and that there are interdispersed a substantial number of free parking spaces both on and off-street.

Zones 3, 5 and 6 were used more heavily with the highest utilization ratio, 86%, found in Zone 5, south of Main Street. These results indicate that there are times when a driver would not readily find a parking space on-street.

## (3) Turnover

The turnover characteristic is determined by dividing the total number vehicles parked by the number of parking





spaces. It provides a measure for determining utilization and identifying appropriate time limits as well as providing a base for estimating revenue. The analysis indicates that the turnover is generally satisfactory with the exception of the one-hour meters in Zones 2 and 6 as illustrated in Table 3. No action is recommended on the meters in Zone 6 since all of these spaces will be lost to the Jackson Square Development, but the one-hour meters in Zone 2 should be changed to two-hours.

#### (4) Duration

Time limits are imposed on parking spaces in order to make any particular space available to as many people as possible. The duration of a trip into the central business district depends upon the purpose for which the trip was made such as shopping, personal business, recreation or work.

In general, shopping and business trips are of much shorter duration than recreation or work trips. Time limits and rate schedules should encourage short term parking in the core area with provision for long term parkers located on the fringe of the central business district and in off-street lots.

Fifteen and thirty minute meters provide time for errands, small purchases and short business transactions. The high rate of turnover created by this type of meter increases the probability of a driver finding a parking space close to his





destination. Shoppers requiring longer periods can be expected to make use of off-street facilities or 2 hour meters in fringe areas.

During the study, it became obvious that people either abuse or do not understand the intent of time restrictions. The average durations of parked vehicles is summarized in Table 4. Approximately 551 or 21% out of 2,616 parkers were observed to be parking in excess of the legal limit. This characteristic, by itself, may not be considered serious. However, when the survey reveals 23 cars parked up to or longer than four hours at meters with time limits of one hour or less, then it appears that the public is aware that adequate checks are not made.

#### ILLEGAL PARKING

The presence of a substantial number of illegally parked vehicles in the downtown core tends to create disrespect for traffic laws in general. In addition, the obvious problems created by illegally parked vehicles such as the obstruction of street flow, particularly public transit vehicles, interference with driveways, interference with loading and unloading operations and reduction in roadway capacity, particularly at signalized intersections, caused delay, inconvenience and hazard to the remainder of the public.

Table 4 contains a summary of overtime parking, however,





this act is apparently not considered as illegal parking by the public. Some drivers do not realize the downtown has changed with the L.D. Jackson Square. The old habits still persist.

Recognized acts of illegal parking have been identified and are summarized in Tables 5A and 5B. These tables show some startling results. In total, 322 illegally parked vehicles were observed. One hundred and eighty-five were recorded to be parked for less than 20 minutes, the rest were parked in excess of 20 minutes. Ten percent of the vehicles were parked in excess of one hour, including ones parked all day in a No Parking and a Loading Zone area, and ones parked for 5 hours in a driveway and blocking a crosswalk.

Zone 3, the downtown core, had the highest number of violators with the majority of these being in Loading Zones and No Stopping Anytime areas. While these violations may be understandable, they should be more strictly controlled especially in the No Stopping and No Parking areas.

Zone 1, north of Wilson Street, has the second highest number of violators with the majority of these being the blocking of driveways. This is especially noticeable here where there are a large number of free parking spaces at the curb. A policy to reduce illegal parking substantially is recommended.





### METER RATES

Parking meters were developed in order to regulate the parking of motor vehicles. They encourage proper compliance with time limits and aid enforcement as well as producing revenue, which is used only for purchasing and developing off-street parking. The time limits and rates together combine to provide the most appropriate service to adjacent land uses.

At present, a rate of 20 cents per hour is being charged at the 15 and 30 minute meters and a rate of 10 cents per hour at the one and two hour meters. The minimum rate at any of the downtown off-street lots is 25 cents with a few temporary lots at 20 cents per hour. Since "Feeding the Meter" is a frequent occurrence and is difficult to detect, it means that a downtown employee may park at the curb all day for less than the maximum at any lot. Metered spaces at the curb in the central business district are prime spaces, and the rates should be structured to discourage abuse of the time limits and to provide an incentive for the use of off-street parking lots. Prime space must be exclusively used for short durations to produce a high turnover.

On a city-wide basis, a parking space in an off-street lot produces a gross annual income of approximately \$400. Some prime downtown lots are bringing as much as \$645. on the average. On a city-wide basis, all meters average \$120. gross





income. The downtown meters average \$170. with a maximum income of \$260. at 30 minute meters. Downtown on-street meters, which are prime spaces, because of their convenience and proximity to stores, should average much more than this. The study data indicates that almost three times as many people use an on-street meter as they do an off-street parking space. However, with the existing rates and the prevalence of illegal usage, the meters do not even come close to returning the same level of income as off-street spaces.

### Evening Parking

At present, there are no charges for parking at the curb after 6:00 PM. The parking lots, however, continue to charge until midnight and in some instances, even beyond this. Table 4 indicates that up to 6:00 PM almost 50% of the people parking at meters parked for 20 minutes or less and that only 1% parked in excess of three hours. This data implements the policy of catering to short term parking. However, a separate analysis of the evening situation reveals that only 19% of the persons parked at meters after 6:00 PM stay for 20 minutes and that as many as 15% stay in excess of three hours. This means that persons that find a curb space park there and stay until the end of a show or other longer term uses, or even employees park until the end of their shift.

As has been previously stated, prime on-street spaces should not be made available to long term parkers. These





spaces should be available for the short term parker who wants convenience and proximity to his downtown destination.

### RECOMMENDATIONS

A three part policy regarding the location, time duration and rate structure is recommended.

(A) Location - Meters are to be located at the curb in or adjacent to commercial areas only along streets where sufficient off-street parking is not available and where the parking lane is not currently required for the efficient movement of transit and other traffic.

Meters must be removed as the problems of safety, transit, and street capacity dictate. The total program of metering on-street spaces is carried out with the objective being the eventual removal of all on-street parking on arterial streets and the replacement of on-street spaces with adequate off-street parking.

(B) Time Duration - All on-street meters will have a time limit that best suits the specific location and the nature of the parking demand. As explained previously, this means that the spaces in the core of the downtown will have a shorter duration in order to accommodate the needs of the maximum number of people. Similarly, the longer duration meters will be located on the fringe of the core area for the benefit of persons wishing to park in excess of a half hour.





(C) Rate Structure - Downtown on-street meters are primarily intended for use by people wanting the convenience of door-step parking when engaged in short term transactions. These prime spaces should not be available for normal shopping and all day parkers such as employees and shop owners. The location and time duration of the meters partially accomplish this, but an appropriate rate structure must also be in effect. No on-street metered parking space should be available for less money than nearby off-street spaces.

The net revenue from the operation of on-street meters goes into a Parking Reserve Fund for the purpose of providing capital for the development of off-street parking facilities. This procedure by itself is sufficient reason to justify an equitable charge for curb parking even if the important considerations of convenience and turnover are disregarded.

In order to implement the first two policies, the recommended changes shown in the Appendix are proposed. The proposals are illustrated in Figure 4 and summarized in Table 6. Comparing Tables 1 and 6 - Existing and Proposed Inventory- it can be seen that 67 additional metered spaces are recommended within the study area. This increase results from the proposal to meter some spaces which are free at the present time and some spaces where parking is currently prohibited. In the latter case, conditions have changed sufficiently to permit the removal of the parking prohibition.

In order to implement the rate structure policy, it is proposed that within the central business district the two





hour meters have a rate of 20¢ per hour. This rate is equivalent to the present minimum hourly charge in the periphery of the downtown area for off-street parking. The one hour meters, being located closer to the core area, would have a rate of 25¢ per hour. This is the average hourly rate currently being charged by the Parking Authority. At the half hour meters and 15 minute meters, where meter-feeding is particularly undesirable, a charge of 15¢ and 10¢ is recommended for the respective maximum time limits.

#### (D) Evening Parking

Stores have remained open on Thursday and Friday evenings in Hamilton for many years. This has established a pattern of shopping on these two evenings. Our analysis in the downtown area has shown that most of the curb spaces are used by long-term parkers after 6:00 P.M. In order to make curb space available for short-term shoppers, it is recommended that the on-street meters remain in operation until 9:00 P.M. on Thursday and Friday evenings. This extension of hours would be of considerable benefit to the merchants as well as a convenience to the public. While this report deals primarily with the central business district, it would be necessary to institute the charge in hours on a city-wide basis to make the new regulation easily understood and avoid confusion. The overall revenue from on-street meters could be expected to increase by about ten per cent. This is illustrated for the downtown area in Table 7.





APPENDIX

Section A, B, and C are recommended for adoption by the Traffic and Transportation Committee.

A - Meter Time Changes

- 1 - Eight meters on the south side of Vine Street between Bay and Park Streets. From 1 hour to 2 hour.
- 2 - One meter on the east side of MacNab Street at Merrick Street. From 15 minute to 30 minute.
- 3 - One meter on the east side of James Street at Wilson Street (most southerly meter north of Wilson). From 30 minute to 15 minute.
- 4 - Two meters on the east side of James Street between Wilson and Rebecca Streets. From 30 minute to 15 minute.
- 5 - One meter on the south side of Rebecca Street between James and Hughson Streets (most easterly meter). From 30 minute to 15 minute.

Note: The latter three changes are recommended because of the recent opening of two Parking Authority lots at James and Wilson. It is intended that anyone desiring to park for a long period of time, use the lots leaving the curb spaces for short term parkers.

- 6 - Nine meters on the east side of Ferguson between King William and Wilson and eleven meters on Jarvis Street. From 1 hour to 2 hour.
- 7 - Twenty-five meters on Main Street between Catherine and Spring Streets. From 1 hour to 30 minute.
- 8 - Sixteen meters on Hunter Street from Catherine to





Hughson Street. From 30 minute to one hour.

- 9 - Three meters on the north side of Hunter Street west of James Street. From 1 hour to 30 minute.
- 10 - Six meters on the west side of John Street north of King Street. From 30 minute to 15 minute.

#### B - Meter Additions

- 1 - Convert 8 free curb spaces on the west side of Park Street, north of Vine Street, to 2 hour metered spaces.
- 2 - Add 10-thirty minute meters onto the north side of Vine Street west of James Street. Parking here is presently prohibited.
- 3 - Add an additional nine-one hour meters to the east side of Hughson Street between Cannon and Wilson Streets.
- 4 - Convert 10 free curb spaces on the east side of Mary Street between Wilson and Rebecca Streets to one hour meters.
- 5 - Convert 9 free curb spaces on the west side of Elgin Street between Kelly and Wilson Streets to two hour meters.
- 6 - Convert 3 free curb spaces on the east side of Ferguson Avenue, south of Wilson Street to two hour meters.
- 7 - Convert 9 free curb spaces on the north side of Jackson Street, east of Walnut, and 9 free curb spaces on the west side of Walnut south of Jackson Street to 2 hour meters.





C - Parking Prohibitions

- 1 - Remove one-hour meter on the north side of Main Street east of Walnut, and four-one hour meters on the south side of Main Street west of Wellington and post 'No Stopping Any Time'.
- 2 - Remove four free curb and two-2 hour meters on the north side of Wilson Street between Mary and Elgin Streets and post 'No Stopping Any Time'
- 3 - Remove three half hour meters and five-1 hour meters on the west side of James Street south of Cannon Street.



TABLE 1 - ON-STREET PARKING INVENTORY

(September 1971)

| PARKING<br>SPACE   | Z O N E |     |    |    |     |    | TOTAL |
|--------------------|---------|-----|----|----|-----|----|-------|
|                    | 1       | 2   | 3  | 4  | 5   | 6  |       |
| 15 minute<br>meter | 1       | 11  | 21 | 20 | 2   | 2  | 57    |
| 30 minute<br>meter | 24      | 22  | 27 | -- | 12  | 14 | 99    |
| 1 hour<br>meter    | 47      | 21  | 25 | 30 | 38  | 12 | 173   |
| 2 hour<br>meter    | 13      | 15  | -- | -- | --  | -- | 28    |
| Total<br>meters    | 85      | 69  | 73 | 50 | 52  | 28 | 357   |
| Free Curb          | 130     | 36  | 0  | 0  | 58  | 0  | 224   |
| Total<br>All Curb  | 215     | 105 | 73 | 50 | 110 | 28 | 581   |





**TABLE 2** LOCATION OF LEGALLY PARKED VEHICLES AND PERCENT UTILIZATION AT TIME OF PEAK ACCUMULATION

| TYPE OF SPACE     | ZONES                   |                |                         |                |                         |                |                         |                |                         |                |                         |                | TOTAL<br>PARKED<br>VE-<br>HICLES<br>SPACES |    |
|-------------------|-------------------------|----------------|-------------------------|----------------|-------------------------|----------------|-------------------------|----------------|-------------------------|----------------|-------------------------|----------------|--------------------------------------------|----|
|                   | 1                       |                | 2                       |                | 3                       |                | 4                       |                | 5                       |                | 6                       |                |                                            |    |
|                   | PARKED<br>VE-<br>HICLES | % OF<br>SPACES | PARKED<br>VE-<br>HICLES | % OF<br>SPACES | PARKED<br>VE-<br>HICLES | % OF<br>SPACES | PARKED<br>VE-<br>HICLES | % OF<br>SPACES | PARKED<br>VE-<br>HICLES | % OF<br>SPACES | PARKED<br>VE-<br>HICLES | % OF<br>SPACES |                                            |    |
| 15 min.<br>Meters | 1                       | 100            | 6                       | 55             | 16                      | 76             | 10                      | 50             | 2                       | 100            | 4                       | 100            | 39                                         | 68 |
| 30 min.<br>Meters | 11                      | 46             | 18                      | 82             | 20                      | 74             | --                      | --             | 12                      | 100            | 13                      | 93             | 74                                         | 75 |
| 1 hour<br>Meters  | 26                      | 55             | 10                      | 48             | 20                      | 67             | 18                      | 60             | 30                      | 81             | 5                       | 42             | 109                                        | 62 |
| 2 hour<br>Meters  | 7                       | 54             | 9                       | 60             | --                      | --             | --                      | --             | --                      | --             | --                      | --             | 16                                         | 57 |
| TOTAL             | 45                      | 53             | 43                      | 62             | 56                      | 72             | 28                      | 56             | 44                      | 86             | 22                      | 79             | 238                                        | 66 |





TABLE 3 TOTAL NUMBER OF LEGALLY PARKED VEHICLES AND TURNOVER  
ACCORDING TO TYPE OF SPACE AND LOCATION

| TYPE OF SPACE | Z O N E S               |               |                         |               |                         |               |                         |               |                         |               |                         |               | TOTAL |      |
|---------------|-------------------------|---------------|-------------------------|---------------|-------------------------|---------------|-------------------------|---------------|-------------------------|---------------|-------------------------|---------------|-------|------|
|               | 1                       |               | 2                       |               | 3                       |               | 4                       |               | 5                       |               | 6                       |               |       |      |
|               | PARKED<br>VE-<br>HICLES | TURN-<br>OVER | PARKED<br>VE-<br>HICLES | TURN-<br>OVER | PARKED<br>VE-<br>HICLES | TURN-<br>OVER | PARKED<br>VE-<br>HICLES | TURN-<br>OVER | PARKED<br>VE-<br>HICLES | TURN-<br>OVER | PARKED<br>VE-<br>HICLES | TURN-<br>OVER |       |      |
| 15 min.       | 6                       | 6.0           | 108                     | 9.8           | 281                     | 13.4          | 214                     | 10.7          | 21                      | 10.5          | 27                      | 13.5          | 657   | 11.5 |
| 30 min.       | 172                     | 7.2           | 171                     | 7.8           | 261                     | 9.7           | ---                     | ---           | 118                     | 9.8           | 140                     | 10.0          | 862   | 8.7  |
| 1 hour        | 249                     | 5.3           | 69                      | 3.3           | 186                     | 6.2           | 157                     | 5.2           | 263                     | 7.1           | 35                      | 2.9           | 959   | 5.4  |
| 2 hours       | 53                      | 4.1           | 85                      | 5.7           | ---                     | ---           | ---                     | ---           | ---                     | ---           | --                      | ---           | 138   | 5.3  |
| TOTAL         | 480                     | 5.7           | 433                     | 6.3           | 728                     | 9.7           | 371                     | 7.5           | 402                     | 7.9           | 202                     | 8.8           | 2616  | 7.3  |



TABLE 4DURATION OF PARKED VEHICLES BY  
TYPE OF METERED SPACE OCCUPIED

| DURATION                        | 15 MIN.<br>METERS | 30 MIN.<br>METERS | 1 HOUR<br>METERS | 2 HOUR<br>METERS | TOTAL<br>VEHICLES | %     |
|---------------------------------|-------------------|-------------------|------------------|------------------|-------------------|-------|
| 20 min. or<br>less              | 492               | 407               | 298              | 52               | 1249              | 47.9  |
| 20-40 min.                      | 105               | 262               | 308              | 28               | 703               | 26.9  |
| 40-60 min.                      | 41                | 118               | 175              | 20               | 354               | 13.5  |
| 1 hr.-1 hr.<br>20 min.          | 8                 | 36                | 75               | 14               | 133               | 5.1   |
| 1 hr. 20 min.-<br>1 hr. 40 min. | 4                 | 23                | 37               | 4                | 68                | 2.6   |
| 1 hr. 40 min.-<br>2 hr.         | 1                 | 1                 | 23               | 4                | 29                | 1.1   |
| 2 hr.-2 hr.<br>20 min.          | 1                 | 6                 | 13               | 7                | 27                | 1.0   |
| 2 hr. 20 min.-<br>2 hr. 40 min. | 1                 | 2                 | 6                | 2                | 11                | 0.4   |
| 2 hr. 40 min.-<br>3 hr.         | --                | 3                 | 3                | --               | 6                 | 0.2   |
| 3 hr.-3 hr.<br>20 min.          | --                | 1                 | 1                | 4                | 6                 | 0.2   |
| 3 hr. 20 min.-<br>3 hr. 40 min. | 1                 | --                | 2                | 1                | 4                 | 0.2   |
| 3 hr. 40 min.-<br>4 hr.         | --                | --                | 4                | --               | 4                 | 0.1   |
| over 4 hrs.                     | 3                 | 3                 | 13               | 2                | 21                | 0.8   |
| TOTAL                           | 658               | 862               | 958              | 138              | 2616              | 100.0 |

Note: Below solid line indicates illegal parking.





TABLE 5      ILLEGAL PARKERS

5A:    Total Number of Illegal Parkers  
by Type of Space and Location

| AREA OF<br>INFRACTION   | Z O N E |    |     |    |    |    | TOTAL<br>VEHICLES |
|-------------------------|---------|----|-----|----|----|----|-------------------|
|                         | 1       | 2  | 3   | 4  | 5  | 6  |                   |
| Driveway                | 24      | 3  | 10  | 3  | 5  | 6  | 51                |
| No Parking<br>Any Time  | 14      | 11 | 6   | 2  | 10 | -- | 43                |
| No Stopping<br>Any Time | 4       | -- | 35  | 12 | 4  | 7  | 62                |
| No Stopping<br>4-6 PM.  | --      | -- | --  | -- | 17 | -- | 17                |
| Cross-<br>Walk          | 7       | -- | --  | -- | -- | 2  | 9                 |
| Loading<br>Zone         | 7       | 5  | 72  | 28 | 3  | 11 | 126               |
| Other                   | 1       | -- | 5   | -- | 4  | 4  | 14                |
| TOTAL                   | 57      | 19 | 128 | 45 | 43 | 30 | 322               |





TABLE 5 ILLEGAL PARKERS

5B: Total Number of Illegal Parkers and  
Duration by Type of Space

| DURATION           | DRIVE-<br>WAY | N.P.<br>A.T. | N.S.<br>A.T. | N.S.<br>4-6 PM | CROSS-<br>WALK | LOADING<br>ZONE | OTHER | TOTAL |
|--------------------|---------------|--------------|--------------|----------------|----------------|-----------------|-------|-------|
| 20 min.<br>or less | 19            | 29           | 45           | 5              | 6              | 75              | 6     | 185   |
| 20-40<br>min.      | 17            | 6            | 13           | 7              | --             | 24              | 3     | 70    |
| 40-60<br>min.      | 9             | 3            | 2            | 3              | --             | 10              | 2     | 29    |
| 1-2<br>hours       | 4             | 3            | 1            | 2              | 1              | 11              | 2     | 24    |
| 2-3<br>hours       | 1             | 1            | --           | --             | 1              | 4               | --    | 7     |
| 3-4<br>hours       | --            | --           | 1            | --             | --             | 1               | --    | 2     |
| over 4<br>hours    | 1             | 1            | --           | --             | 1              | 1               | 1     | 5     |
| TOTAL              | 51            | 43           | 62           | 17             | 9              | 126             | 14    | 322   |



TABLE 6PROPOSED ON-STREET PARKING INVENTORY

| PARKING<br>SPACE   | Z O N E |    |    |    |     |    | TOTAL |
|--------------------|---------|----|----|----|-----|----|-------|
|                    | 1       | 2  | 3  | 4  | 5   | 6  |       |
| 15 minute<br>meter | 0       | 11 | 31 | 20 | 2   | 2  | 66    |
| 30 minute<br>meter | 33      | 22 | 14 | 25 | 7   | 14 | 115   |
| 1 hour<br>meter    | 46      | 10 | 9  | -- | 51  | 12 | 128   |
| 2 hour<br>meter    | 41      | 26 | 11 | -- | 37  | -- | 115   |
| Total<br>Meters    | 120     | 69 | 65 | 45 | 97  | 28 | 424   |
| Free Curb          | 109     | 25 | -- | -- | 37  | -- | 171   |
| Total All<br>Curb  | 229     | 94 | 65 | 45 | 134 | 28 | 595   |





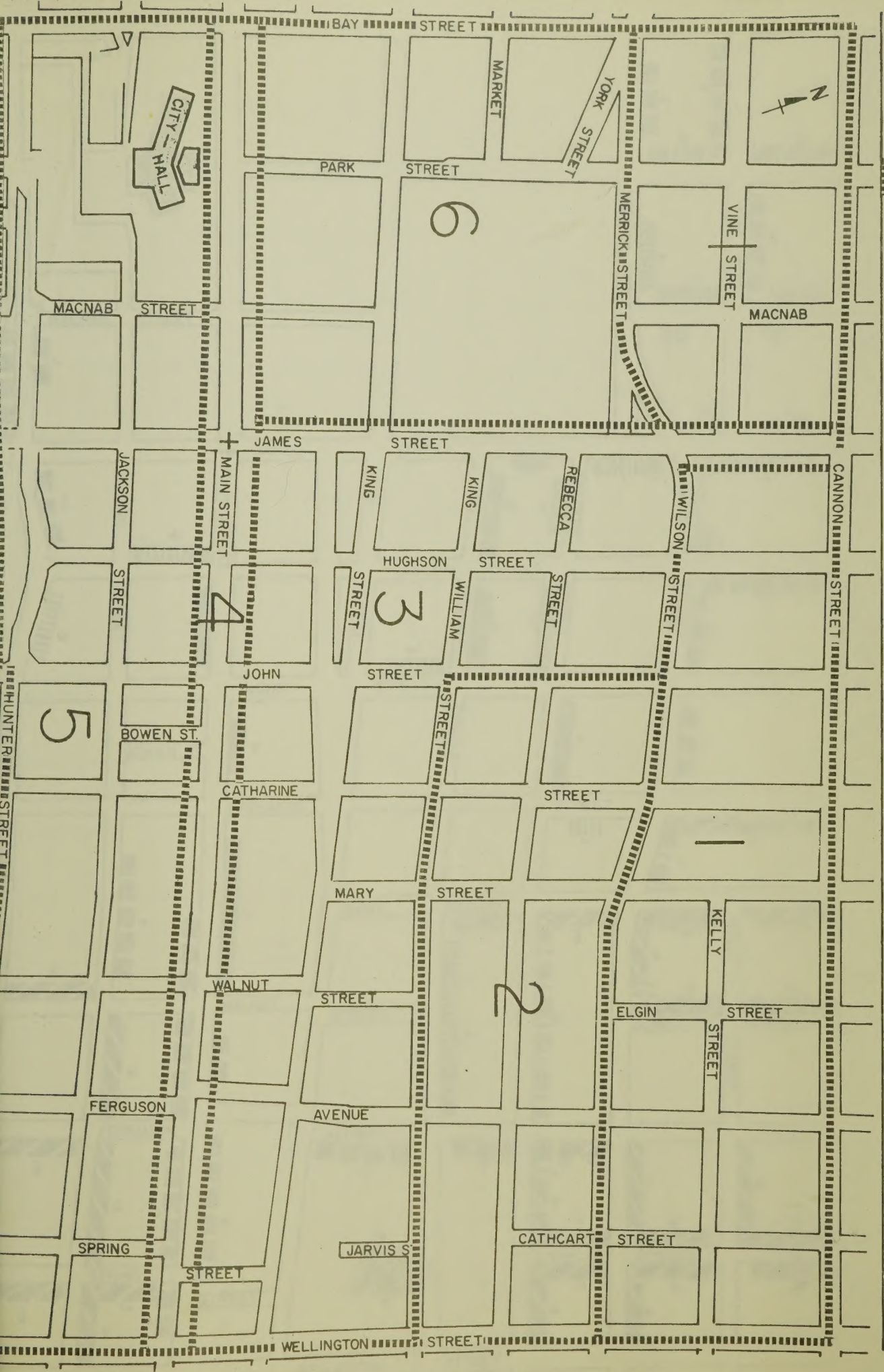






DOWNTOWN PARKING STUDY ZONES

2 ANALYSIS ZONE





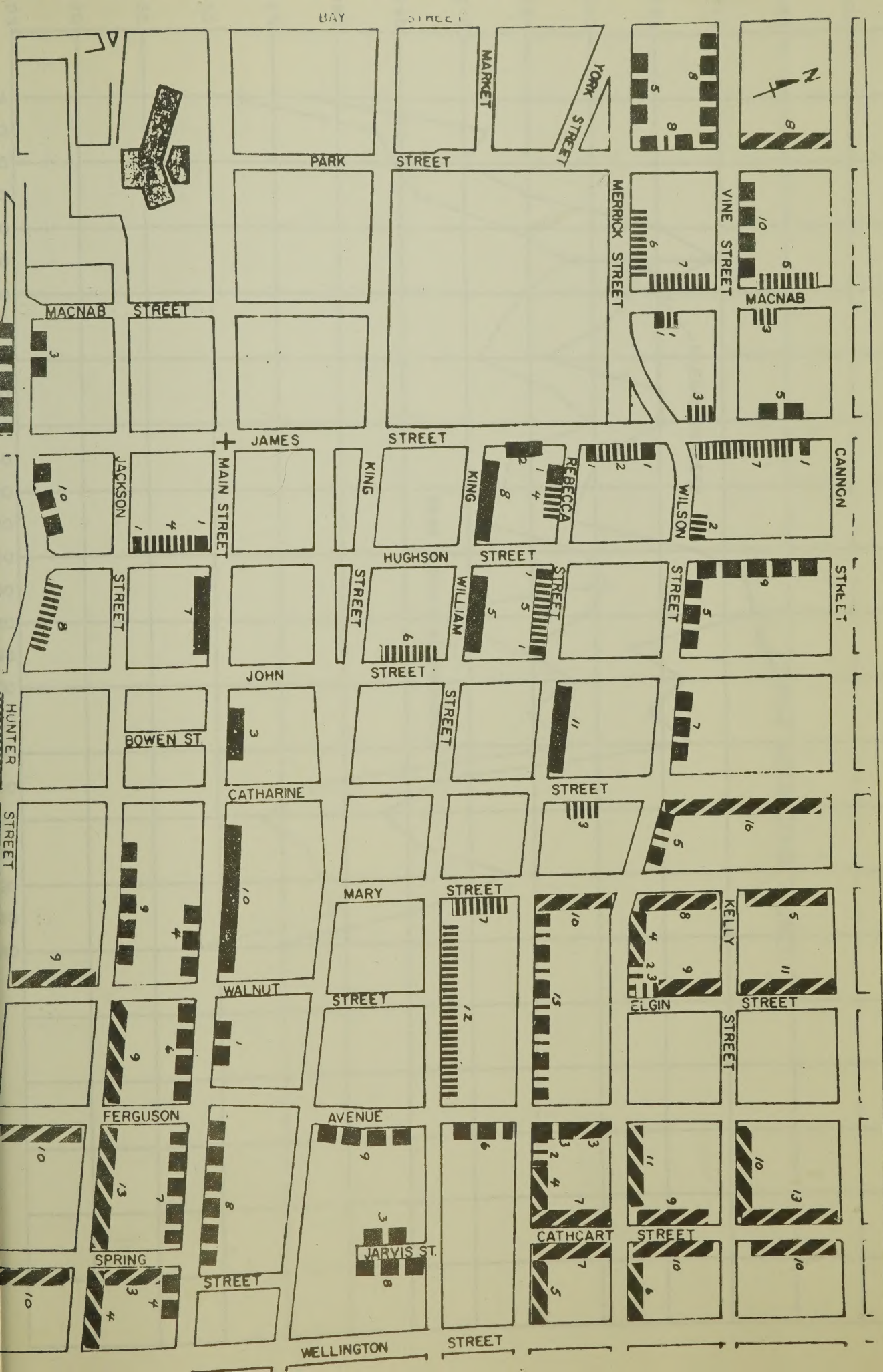


# INVENTORY OF DOWNTOWN ON-STREET PARKING

15 MIN. METERS  
30 MIN. METERS

1 HR. METERS  
2 HR. METERS

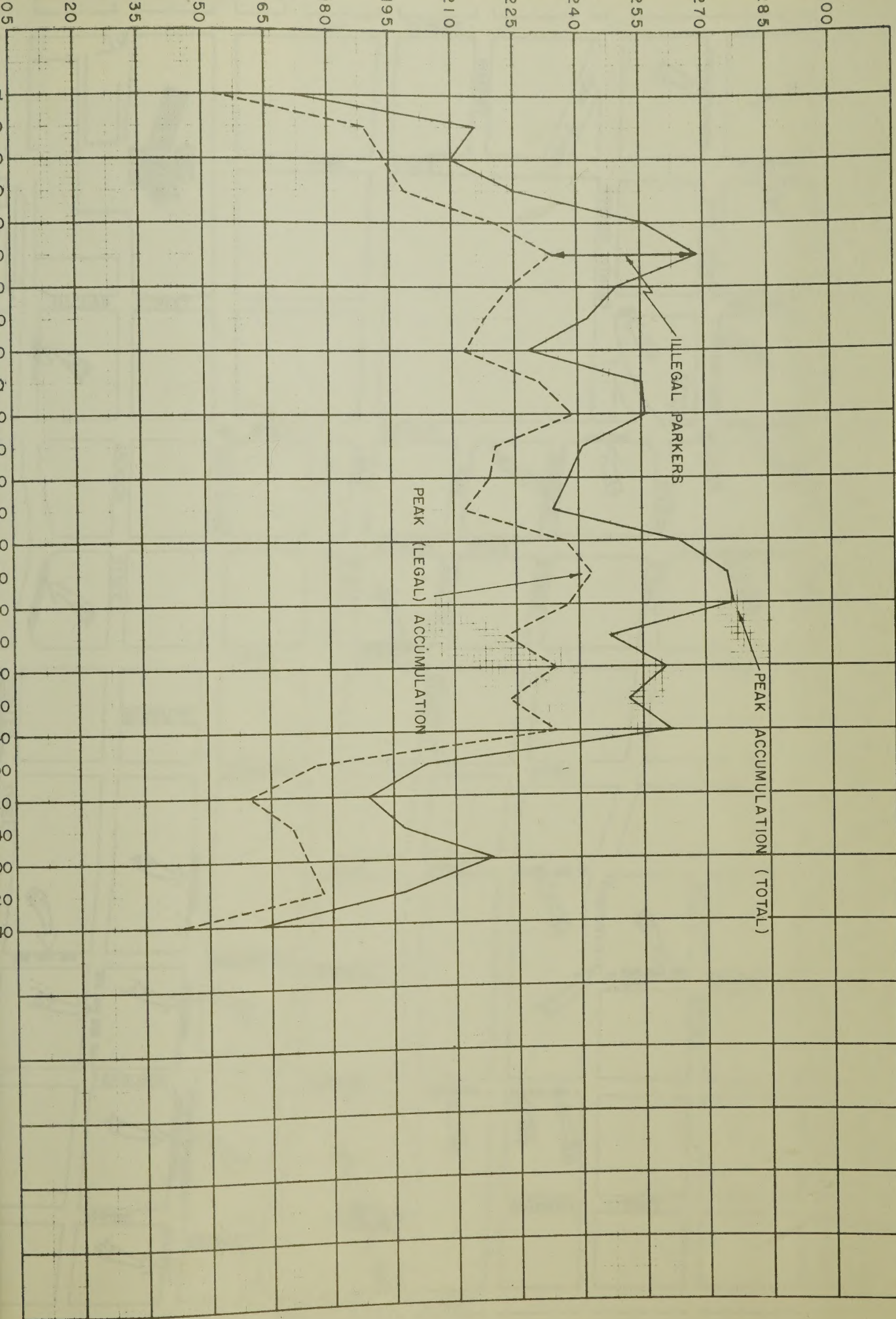
FREE CURB PARKING







ON STREET PARKING ACCUMULATION  
(SEPT. 1971)







# PROPOSED CHANGES OF DOWNTOWN ON STREET PARKING

METER TIME CHANGES

METER ADDITIONS

PARKING PROHIBITIONS



A standard 1D barcode with vertical black bars of varying widths on a white background. Above the barcode, the text "HAMILTON PUBLIC LIBRARY" is partially visible.

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